

## **Knightsbridge (A4), Albert Gate and William Street junction consultation response**

**22 December 2015**

### **From London Cycling Campaign**

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans. Our response has been developed in support of the response from the Westminster Cycling Campaign, our borough group.

We support the redesign of one of the oldest cycling facilities in London to more modern standards. With many more cyclists using this facility and across London, we welcome the removal of islands and kerbing that unnecessarily constrained the width of the cycle lanes.

That said, we believe the proposed designs still limit capacity, with cyclists constrained to single file. The design should incorporate, and we believe there is capacity for 2m gaps at the crossing in the middle of the road, and for similar widths on Albert Gate and William Street. This would facilitate cyclists riding two abreast and effectively double capacity through the signals.

We also would like to see more done to tackle the dominance, speed and aggressiveness of motor vehicle traffic on Knightsbridge – with more done for cyclists using this street to separate them in time and space through the junction and beyond.

Finally, and in general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.